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Hongkong, 19th July, 1909. [29]

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All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, JULY 22ND 1909.

HONGKONG is again "threatened." A scheme is on foot to make Whampoa a free port, to dredge its waters, so as to give sufficient depth for ocean-going steamers, and to connect the village with Canton by electric tram. Should this scheme be carried through it is suggested that Hongkong would lose a considerable proportion of its transport trade and its prosperity would be seriously affected. It is not the first time that some such proposal has been mooted, but so far no scheme has taken practical shape. The revival of Whampoa is a kind of bogey which is held up now and then to frighten Hongkong, but though the Kowloon-Canton Railway undertaking has in a measure distracted attention from Whampoa and its possibilities, it is, we learn, certainly not the case that the Whampoa development scheme has been allowed to drop. The Chinese who are concerning themselves at present with a future for Whampoa are very sanguine and very ambitious. Although the harbour is now silted up and useless, they believe that dredging operations could ensure its being made available for large steamers. In that event it would provide more facilities and greater berthing accommodation than is possible on the river at Canton itself, and then ocean-going vessels might go right up the river to the new port without calling at Hongkong. An electric railway would provide an easy and speedy means of transit over the few miles which separate Whampoa from Canton, and enable Whampoa to become the

indirect terminus of the Canton-Hankow Railway. The far-reaching possibilities of such a scheme are apparent, and the question naturally arises—Is it practicable? It is well known that Whampoa formerly afforded an anchorage for the ships employed in the foreign trade with Canton, but many circumstances, which we need not now detail, have tended to bring about the decline of Whampoa. The place possesses now only the memory of its former importance. More than once projects for railway and other enterprises likely to revive Whampoa to the detriment of Hongkong transport trade have been discussed, but for some reason or other they have come to naught. Still the fact of their cropping up so frequently would indicate that the foundation idea is not so impracticable or impossible as some would have us believe, and, apart from Chinese sentiment, the opinion is widely entertained in the Colony among Europeans as well as Chinese that with sufficient financial support the experiment would justify itself. When in the early part of 1905 it was known that Americans were endeavouring to arrange for a deep-water port near Whampoa as a terminus for the Canton-Hankow Railway, it was felt to be a powerful reason for urging the British and Chinese Corporation to expedite the Kowloon-Canton Railway. And it certainly had this effect. Mr. MURRAY STEWART then Secretary and now the President of the local branch of the China Association, writing at the time to the London Committee, said Hongkong had no reasonable ground for objecting to the opening of any such port. But the matter takes on a new aspect now that the railway from Canton to Kowloon is under construction, for the question arises whether, in the circumstances, a railway to carry freight between Canton and Whampoa would not be competitive with the Canton-Hankow railway and therefore an infringement of the terms of the agreement made by the Chinese Government with the British and Chinese Corporation who have provided the capital for the construction of the Canton section of the line. A clause of the agreement reads: "It is further understood that the Chinese Government will not build another line competing with this railway to its detriment." To make Whampoa a port connected by a railway with Canton would tend to make the place the indirect terminus of the great trunk line, and would certainly be opposed to the terms of the railway agreement. Therefore, we think we may safely say it follows that for another thirty years at least the scheme will have to remain in abeyance, thirty years being the period covered by the railway agreement. Thus the danger of Hongkong losing its pre-eminence as a port and dwindling from its great importance as the distributing centre for South China, may still be considered as very remote, and, as threatened folks are said to live the longer, we may cherish the hope that with the opening of the railway we shall see before us a long career of usefulness for our port which shall be mutually beneficial to the Colony and the neighbouring Empire.

The Siberian Mail of the 30th ult. was delivered in London on the 20th inst.

Captain T. C. Leah, R.G.A., has been appointed for duty with the R.G.A. detachment, Legation Guard, Peking.

On arrival home early in the new year Captain B. S. Philpotts, Royal Engineers, now at Hongkong, will take up duty with the 33rd (Fortress) Company at Cork.

The Directors of the Great Northern Telegraph Company have declared an interim dividend of 5s. per share, being at the rate of 5 per cent. per annum, for the half-year.

Major W. M. Pyne, Royal Engineers, Cork, has exchanged with Major P. T. Denis de Vitre, Royal Engineers, ordered to Hongkong. The former officer will embark for Hongkong about the middle of October next.

At a sale of rare British stamps in London recently the following prices were realised:—Hongkong, 1882, c.10, blue-green, unused copy, £3, 1897, 81 on £2, sage green, without Chinese surcharge, Mint state, £5; and 81 on £2, sage green, variety with the sloping portion of the Chinese surcharge omitted, £3 3s.

At a congregation held at Cambridge on 19th ult. amongst the degrees conferred was that of Bachelor of Arts upon Yu Huan Tsin, of Trinity College. The Honours List contained the names of L. M. Sing, Trinity (Class II. Historical Tripos, Part II.), and T. Y. Lo, Jesus (Class III. Economic Tripos, Part II.).

A neatly dressed Chinese woman appeared before Mr. F. A. Hazeland at the Magistrate's Court yesterday on a charge of stealing clothing to the value of \$450 and \$90 in cash from one Ng Cheng Fong, who was stated to be her lover. Mr. Reader Harris (of Messrs. Wilkinson and Grist) prosecuted, and Mr. Davidson (of Messrs. Hastings and Hastings) appeared for the defence. The hearing was adjourned.

A police raid at No. 25, Gilman Street, resulted in the arrest of eight gamblers. They were charged before Mr. F. A. Hazeland at the Magistrate's Court yesterday, found guilty, and ordered to pay a fine of \$5 each.

New offices are being erected on the compound of the Central Police Station. These, we understand, are necessary on account of the work the Police Department are taking over from the Registrar-General.

A native employed at the Taikoo Docks attempted to leave there with a bundle of wood under his arm. He was detained by an Indian watchman, handed over to the police, and on appearing before Mr. F. A. Hazeland at the Magistrate's Court yesterday, was sentenced to seven days' imprisonment.

Some of the English illustrated papers by the latest mail contain a reproduction of a photograph taken during Admiral Lambton's recent visit to Japan showing the Admiral as the central figure in a group of Japanese ladies. "Admiral Lambton and the Anglo-Japanese Alliance" is the legend at the bottom of the picture.

In consequence of the steadily increasing development of the Directors of the East Asiatic Company at Copenhagen are issuing a new 5 per cent. loan of 5,000,000 kr. through the chief bank at Copenhagen. The subscription rate is 99½ per cent. The company is working with a capital of 15,000,000 kr., reserves of 3,750,000 kr., and a debenture loan of 4,250,000 kr.

The balance sheet and profit and loss account of the Nederlandsche Handel-Maatschappij (Netherlands Trading Society) for the year 31st ended December last show that the net profits for the year amount to £344,269, out of which, after providing for the statutory reserve to the extent of £31,072, a dividend of eight per cent. has been declared.

A Japanese appeared before Mr. F. A. Hazeland at the Magistrate's Court yesterday on a charge of assaulting two lunkongs, and a woman of the same nationality was placed in the dock for obstructing the police in the execution of their duty. It appears that the first defendant was desirous of giving the Chinese a gratuitous lesson in the art of *jiu-jitsu*, but the lunkongs were not inclined to receive a lesson and decided to take him to the police station. The second defendant then intervened, and endeavoured to arrange a settlement, the result being that she was taken to Wanchai Police Station with her friend. His Worship, after hearing the evidence, fined the man \$10 and discharged the woman.

One of the largest irrigation projects that is being undertaken by the Bureau of Public Works in the Philippines has recently been inspected by Chief Irrigation Engineer Kirkpatrick. It is the construction of an irrigation system in Norzagaray for the irrigation of over 25,000 hectares of rice lands in Bulacan province. The estimated cost of the entire project, should the present plans be adhered to, will be about P.1,200,000. The water for the projected system will be drawn from the Angat river above the town of Norzagaray. The inspections made have shown that the scheme to irrigate the vast area and to bring the present output of rice is a feasible one, and it is considered by far the most important one that has yet been prepared, and in all probability the largest that will ever be undertaken in any one province. Engineers of the irrigation division are now surveying the entire tract of land it is proposed to irrigate and will report on the result of their labour next month.

Dr. F. Wisner, formerly President of the Canton Christian College, in an article in the *North American Review* tells the following story of Yuan Shi Kai—Sent to Shantung as Governor in 1900, to deal with the Boxers, he received a delegation from them, and listened patiently to their schemes for clearing out the foreign devil. They were confident that they could do this, since "by the secret magic of their order all the followers were made invulnerable." He honoured the delegation with an invitation to dine in company with some of the leading gentry of the place. After dinner he invited these men to explain their methods fully to the assembled guests. Then he adjourned to the outer court. "Now, gentlemen," said he, "we will put this matter to a practical test." The Boxers found themselves suddenly confronted by a squad of soldiers. It was in vain they protested. The word of command was given, and the muskets disposed at a single discharge of the claims of the impostors, and from that moment the new Governor had the Boxer movement by the throat in his province.

A telegram has been received by the Governor of the Straits Settlements, intimating that the Anglo-Siam Treaty was duly ratified in London on Friday, the 9th inst., that being the last day of the period within which the formal confirmation of the arrangement was fixed to take place. All the arrangements in connection with the taking over of Protectorates in the States of Tringannu, Kelantan, and Kedah will now proceed. The Governor and staff have left Singapore for Tringannu and will meet the Sultans of that State and of Kelantan. He will proceed to Kedah to take over sometime next month. Meantime the officers who have been chosen as advisors to the new States are preparing to take up their duties. Mr. J. S. Mason has arrived in Singapore en route for Kelantan. Mr. W. Conley is proceeding to Tringannu, and Mr. W. G. Maxwell will be in Kedah some time before the visit of the Governor to that State. There is happily, says the *Straits Times*, every indication that the Protectorates will be assumed under the most favourable conditions.

Commander and Mrs. Gibbons left London on June 18 for China, travelling via Siberia. Commander Gibbons takes up his post as Commander of the China Station of the United States Navy on the armoured cruiser *Charleston*.

The British Consul at Tangyueh writes in his annual report:—The British-American Tobacco Company, with methods of advertisement which bid fair to entirely capture the local cigarette market, have recently sent two travelling agents through the district. They have decorated towns and villages with gaily-coloured Chinese posters, stirred the curiosity of the people by performances on the gramophone, and astonished them by the distribution of the free samples. They appear to have realised that strenuous measures are necessary in order to break through the conservative scruples of the natives, but they have also illustrated the truth that the Chinese, when once convinced of good value at a reasonable price, have the sound business instinct which will adapt any new commodity to their daily life.

SUPREME COURT.

Wednesday, 21st July.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (JUDGE).

ANOTHER URGENT CASE.

Sander Singh, an Indian watchman, sued another watchman named Kaser Singh for \$100 due on a promissory note. Mr. Crowther Smith appeared for the plaintiff and Mr. Reader Harris, from the office of Messrs. Wilkinson and Grist, appeared for the defendant.

Plaintiff stated that he lent the defendant \$100 last year and the latter agreed to pay three per cent. per month. He denied under cross-examination that defendant came to him after the writ was served and offered to settle the case by paying \$30 interest on the principal and that plaintiff wanted \$50 because he wished \$20 for his solicitor's expenses. He also denied that defendant had paid \$70 on account, which had not been endorsed on the promissory note because plaintiff alleged at the time he had lost the key of the box in which he had locked the note and could not find it.

Defendant asserted that he had paid the \$30 on account and had paid \$30 into Court. Evidence was called in support of this. His Lordship gave judgment for plaintiff.

BUILDING COLLAPSE IN QUEEN'S ROAD CENTRAL.

MANY NARROW ESCAPES: NO FATALITIES.

One of Hongkong's alleged jerry built structures tumbled in yesterday morning through the roof collapsing. The building in question is situated at 142, Queen's Road Central, the ground floor thereof being a piece-goods shop, and the first and second stories residential residences. According to the inmates of the top floor the collapse was preceded by an ominous creaking of the roof, which eventually fell in, and carried most of the goods and chattels on the first and second floors through to the ground floor. Wonderful to relate, however, the inmates of all floors escaped unscathed, being at the time of the collapse on portions of the first and second floors which remained firm, while those in the shop beneath were likewise fortunate in missing the falling debris.

A few years ago, we understand, the unstable condition of this building was reported upon, and the Public Works Department then ordered certain alterations. Recently, a party wall between Nos. 42 and 44 has been removed with the object of making the two shops into one large one. In place of the wall, iron pillars were used to support the first floor, and it may be that the removal of the wall mentioned weakened the buildings. It must be considered a very fortunate thing that the collapse occurred in such mild weather, for there can be little doubt had a typhoon overtaken the Colony the whole of the structure would have fallen in, and the death toll in such a case might have been considerable. Shortly after the collapse the Public Works Department proceeded to shore the buildings up, and repairs will be effected as speedily as possible.

AUTOMOBILES IN CHINA AND JAPAN.

Consul John H. Snodgrass, of Kobe, says Japan is unsuited for automobiles and carriages because of the narrowness of the city streets and the country roads, where the average track is only 33 ins. wide for jirikishas; also because the driveways are limited to the cities, where the streets are continually filled with pedestrians and playing children, making it a hazardous undertaking to attempt driving a car through these sections. Besides, the Japanese do not take to automobiles. Until, therefore, there is a complete change in the construction of roadways and the widening of city streets, automobiles in Japan will be limited to a few enthusiasts of foreign proclivities. Furthermore, the tariff duty of 50 per cent. is almost prohibitive. Consul Roger S. Greene, of Dally, believes that a motor-car business may be worked up in that part of China. Most of the roads in the city are now in good condition, having been newly macadamised. Outside of the city limits the roads are not suitable for motoring. Consul B. S. Reid, of Batavia, states that within the last two years sales of motor cars have rapidly increased in Batavia. The agent for an American car company reports that he sold over 100 cars in twenty months. The machine he handles is a small one, selling for about \$2,000. Minister Hamilton King, of Bangkok, reports that Siam offers one of the most promising fields for the development of a motor-car trade.

How to be BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Chamoise, Lait Chamoise and Special Skin Tonic and Poudre Chamoise will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents. [453]

TELEGRAMS.

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[REUTERS'S SERVICE TO THE "HONGKONG
DAILY PRESS."]

EIGHT DREADNOUGHTS.

LONDON, July 21st.

It is understood that the Government has decided to lay down eight Dreadnoughts in the 1909-10 financial year.

THE NAVAL PAGEANT ON THE THAMES.

LONDON, July 21st.

Yesterday was a gala day in connection with the Naval Pageant on the Thames, the fleets being officially visited by the Lord Mayor and Corporation of the City of London and by the Lords of the Admiralty. They were received with thundering salutes.

The weather was glorious and the railways and steamboats were unable to cope with the traffic towards Southend, thousands being left behind.

THE DEPRESSION IN THE COTTON TRADE.

LONDON, July 21st.

The adoption of short time in the cotton trade is proceeding with remarkable unanimity.

Owing to the severe depression a prolonged curtailment of the output will probably be necessary.

FRENCH CABINET RESIGNS.

ANGRY SCENES IN THE CHAMBER.

LONDON, July 21st.

The French Cabinet has resigned as a result of a debate in the Chamber on the Navy.

The Government's defeat was a complete surprise and resulted in angry scenes between M. Delcassé and M. Clemenceau.

The former accused the Government policy of incoherence and impotency as regards the Navy.

M. Clemenceau, in an exceedingly angry reply, resented the presumption of M. Delcassé, who, he said, led France to Algiers, the greatest humiliation she had ever suffered.

The Deputies protesting, M. Clemenceau reaffirmed that the Algiers Conference was a humiliation because the then Minister for War and Marine told him that the country was unready for war.

The Deputies, sympathising with M. Delcassé, rejected the vote of confidence by 212 votes to 176.

N.D.L. EASTERN LINER ASHORE.

LONDON, July 21st.

The Norddeutscher liner "Derflinger," bound for the Far East, is ashore at the Needles (Isle of Wight).

Tugs are standing by and the passengers remain aboard.

THE HANKOW-SZE-CHUAN RAILWAY.

GERMANY AND THE UNITED STATES.

The *North-German Gazette* gives great prominence to the following *Cologne Gazette* telegram from Washington:—President Taft and the State Department recognize that nothing but German friendship has made possible the American success in regard to the Chinese railway loan, and they express unfeigned pleasure about it. The President received the German Ambassador, Count Bernstorff, in special audience. It is believed that the German attitude will affect the negotiations for a treaty of commerce.

OPIUM CULTIVATION IN YUNNAN.

Mr. A. Rose, the acting British Consul at Tangyueh, writes in his annual report:—

Following the Imperial edicts from Peking, a Vieregal proclamation was issued in July, 1908, at Yunnan, forbidding the cultivation of the poppy, and its terms were enforced by a rigid uprooting of the crop in such places as were sufficiently exposed to attract the notice of the inspecting officers. More than half the arable land of the district is reported to have been under poppy cultivation, producing crops which yielded from 300 to 400 per cent. profit. Farmers are now anxiously inquiring what can be produced on the vacant ground which will provide money to buy imports from abroad.

QUARANTINE ON VESSELS FROM HONGKONG.

The following reply to their recent representations has been received from the Government by the Hongkong Chamber of Commerce:—

Colonial Secretary's Office,

7th July, 1909.

SIR.—With reference to my letter No. 563-909 of the 5th instant I am directed to inform you that I am in receipt of a telegram from the Colonial Secretary of the Straits Settlements dated, the 6th instant expressing regret that at present the quarantine against Hongkong at Singapore cannot be reduced.—I am, &c.,

C. CLEMENTI,

for Colonial Secretary.

P. S.—Since writing above I have received enclosed telegram from His Britannic Majesty's Consul-General at Shanghai.

The Secretary,
Chamber of Commerce.

Enclosure.

Your telegram of 5th July. Quarantine consists of inspection of vessel lasting for in no case more than one hour.

Quarantine Authorities consider inadvisable to reduce this slight precaution as long as cases of plague reported at Hongkong.

WARREN.

The following reply was sent to the Government:—

Hongkong Chamber of Commerce,

8th July, 1909.

SIR.—I have the honour to acknowledge with many thanks the receipt of your letter of 7th instant (No. 563/1909).

My Committee learn therefrom that the Government of Singapore are unable to reduce, at present, the period of quarantine against Hongkong, and that with reference to Shanghai, His Britannic Majesty's Consul-General states, in his telegraphic reply, that the quarantine imposed at the port is only a matter of an hour.

My Committee desire me to ask you to be good enough to convey to His Excellency the Governor their appreciation of the prompt action taken by him.—I have, &c.,

E. A. M. WILLIAMS,

Secretary.

Hon. Mr. A. M. Thomson,
Colonial Secretary.

FOREIGNER KIDNAPPED.

BRIGANDAGE BECOMING SERIOUS IN TONKIN.

Painful news from Tonkin reached Saigon on the 6th inst., when word came that M. Voisin, a prominent French resident at Hanoi, had just been kidnapped by brigands, who had sent a message that they would strike off his head at the first shot fired at them. The Government resorted by holding several leading brigand prisoners as security for the life of the captive. The brigands belonged to the hands of De-Tham, a famous outlaw chieftain. A party of outlaws commanded by Carin, one of De-Tham's sons, waylaid M. Voisin who was passing in a ricksha. He offered a stout resistance and killed a brigand with a revolver shot. The brigands soon overpowered and bound him. The pulper was wounded but escaped with his life. M. Voisin was carried off in captivity allowing him to write to the nearest official. Shortly afterwards, two other foreign residents passed by the scene of the outrage in a motor car, and had a narrow escape from capture. They were fired upon by the outlaws. The brigands and their captive soon disappeared. These events aroused a tremendous sensation at Hanoi, where, on the 6th inst., a public meeting was held to consider the situation. About 400 persons attended, and it was unanimously decided to establish a league for the protection of French interests. A resolution was also passed calling upon the government to take sharp measures for the liberation of M. Voisin and for rooting out brigandage utterly.

The situation is indeed such as to arouse intense public indignation. Early this year, troops moved into the brigand country and hunted the outlaws down. But soon the home government shrank from stern measures and would not hear of shooting the brigands down. It was decided to surround the outlaws and starve them out. The outlaws retreated into the wilds, and bided their time when some came when the troops were withdrawn, and many outposts were evacuated. This was done to show that order had been restored in Upper Tonkin. De Tham and his men have proved the contrary by sallying out of their fastnesses, and raiding the neighbourhood.—*Straits Times*.

UNITED SOUTH AFRICA.

CONGRATULATIONS FOR SIR MATTHEW NATHAN.

The referendum in Natal has resulted as follows:—For the Union, 11,121; against, 3,701. Every constituency polled a majority in favour of Union. The result of the referendum surprised even optimistic Unionists, who failed to realise that a noisy minority may blunder successfully until polling day. The campaign produced a marked change of public opinion, thanks to the convincing arguments of the Unionist Press and speakers. Thinking Natalists realised that the isolation of Natal meant a futile sacrifice of local interests and a serious injury to British influence in the Union Parliament.

Congratulations, says a telegram, are pouring in upon Sir Matthew Nathan and the Ministers.

LATEST STEAMER MOVEMENTS.

The Austrian Lloyd's str. *Persia* left Shanghai for this port on the 21st inst., and is due here on the 25th inst. a.m.

The Glen Line str. *Glenavon* left Singapore on the 21st instant afternoon, and may be expected to arrive here on the 27th instant at daylight.

The I.G.M. str. *Torok*, which left here on the 16th inst., at 10 a.m., arrived at Singapore on the 20th inst., at 5 p.m. The C.P.E. str. *Montague* arrived Nagasaki at 10 a.m. on the 21st inst., and left again at 8 p.m. same day for Kobe, where she is due to arrive at 6 a.m. on the 23rd inst.

INTIMATIONS

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the Lease of Revenue Farms in the State of North Borneo from the 1st January, 1910, as set out hereunder.

REVENUE FARMS IN THE STATE OF NORTH BORNEO.

1. In making arrangements for the leasing of the Farms for the next term of 10 years, 1910, 1911 and 1912, the Government reserves to itself the right of vesting the Farms (as provided in the Proclamations concerning the same in Schedule A appended) in any person, by public or private sale as may be thought fit.

Subject to the above reservation it is hereby notified that tenders will be received at the Office of the Secretary to the Governor, Sandakan, up to 12 o'clock noon, on the 1st day of October, 1909, for the purchase of the exclusive privileges of the Farms described below for a period of one, two or three years commencing on the 1st January, 1910.

2. Any person either for himself alone or for himself and others, may, either in person or by agent duly accredited in writing, on any date prior to the said noon of the 1st October next, submit to the said Secretary at Sandakan, any tender he may think fit for all or any of the Farms, provided such tender is in conformity with the terms of tendering hereinafter set out and fulfils all the conditions required of the Farmer.

All tenders so made will (except at the express wish of the tenderers to the contrary) be received and treated by the Government as strictly confidential.

On receiving any such tender, Government reserves to itself the right of deciding whether it shall be considered or not.

If Government decides not to consider the tender, it will be returned to the tenderer under sealed cover.

All tenders accepted for consideration by Government will be, in the first instance, retained by Government for further consideration with the tenders handed in on 1st October, 1909, which will be opened at noon on that date, after which the successful tenderer will be selected.

3. The Farms, above referred to, are:

BRITISH NORTH BORNEO—OPUM, SPIRIT, GAMBLING AND PAWNBROKING, as follows:

(a) in one concession for the whole State.

(b) in one concession for any of the following Districts of the State, the limits named including the interior territory watered by the rivers within the limits given respectively:—

(i) SANDAKAN DISTRICT—the Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the true left watershed of the Paitan River.

(ii) KUDAT DISTRICT—the Territory bounded on the one side by the true right watershed of the Paitan River and on the other by the true right watershed of the Pandanan River.

(iii) WEST COAST DISTRICT—the Territory bounded on the one side by the true right watershed of the Pandanan River and on the other by the Northern Boundary of Province of Sarawak.

(iv) EAST COAST DISTRICT—the Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the Dutch Boundary on the South at Boreas point.

(v) PROVINCE CLAREN—being the Territory between Batu-Batu and the Lowas Northern watershed.

4. The attention of those desirous of tendering is drawn to the following terms:—

(a) The tenderer must state in his tender the annual sum offered for the Farm rent for the three years 1910, 1911 and 1912; a different sum may be offered for the first, second and third years respectively. The tenderer must also clearly state the proportion of the amount of the Rent to be allotted to each separate Farm.

(b) The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangements it may deem advisable as regards the letting of the Farms.

(c) Each tenderer should specify in full, in English, and in the vernacular language of the tenderer, the names, residences and occupations of the persons tendering, and similar information regarding any security or any partner that the tenderer wishes to propose.

(d) The successful tenderer will be called upon to enter a contract under the provisions of the Proclamations named in Schedule A appended.

(e) Copies of the Forms of Contracts, for the Farms may be seen on application at the Offices of the said SECRETARY, at Sandakan, or of Messrs. GUTHRIE & CO., at Singapore, or of Messrs. GIBB, LIVINGSTON & CO., at Hongkong.

(f) The successful tenderer will be required to deposit with the Finance Commissioner, Sandakan, Security to the value of three months' Farm rent by means of a deposit of money to the amount of one month's Farm rent, and of title deeds to the amount of two months' Farm rent.

(g) The retail rates for Opium fixed by Government for the Opium Farm for 1910, 1911 and 1912 are those specified below:—

Per cask \$ 2.40
" 500 lbs 0.30
" 500 lbs packet 0.15
" 500 lbs 0.15
" 2 0.05
" 2 0.05

(h) The Opium Farmer is responsible for seeing that Opium is not sold by retail at the Opium Farm or at the Opium shops at prices higher than those fixed by Government and named above (g).

The Opium and Spirit Farmers may fix their own prices for supplying the Opium and Spirit Farm Shops wholesale with Opium and Spirit.

(i) During the continuance of the Farm period, the Opium and Spirit Farmers will be entitled to the use of a Trade-mark (to be approved by Government) to be affixed to any Opium or Spirit prepared by them, and to any vessel containing Spirit for sale.

(j) As soon as the new Farmers have been appointed by the Governor, they will be required to submit in writing to the Secretary to the Governor a Schedule showing full particulars of the Title Deeds they propose to deposit with the Government as security for the said two months' Farm rent. If these are considered satisfactory, the new Farmers will be required to execute a mortgage of the property to the Government as provided for by law.

(k) The Farmer for the West Coast may be required to rent certain Farm buildings at Jesselton.

(l) The following Proclamations govern the conduct of the Farm in B.M. Borneo viz:—

SCHEDULE A.
The Opium Proclamation No. 16 of 1901 as amended by No. 7 of 1904.

The Liquors Proclamation No. 17 of 1901.

The Pawning Proclamation No. 14 of 1902, as amended by No. 1 of 1903, and No. 3 of 1906.

The Gambling Proclamation No. 8 of 1891.

Hongkong, 3rd May, 1909. [696]

TRADE IN SHANTUNG.

The following passages are taken from a report by Acting Consul Giles on the trade of Shantung in 1908:—

The partial failure of the crops reacted very severely on the price of silver, combined with the appreciation of the latter *vis-à-vis* of the copper coinage; the silver tael fetched at one time no less than 3,100 cash in Wei-hsien, and 3,800 cash in Tientsin, and it was correspondingly high in other parts of the province of Shantung. This grievously affected the poor people, who make all their purchases in copper. In aid to their distress, money was very tight everywhere, and prices rose considerably; consequently, the bulk of the population experienced the greatest difficulty in making both ends meet.

FINANCIAL CRISIS.

Numbers of firms in the chief trade marts of the province, finding themselves unable to do a profitable business, shut down. Over 90 were said to have been closed in Wei-hsien alone, and some 190 in Chientsin; a similar state of affairs prevailed in the smaller trade centres.

The crisis severely affected the native banks, five or six of which in Wei-hsien, where the monetary stringency was most keenly felt, went bankrupt. The biggest failure was that of a wealthy and powerful establishment, which dealt in piece-goods, cotton yarn, provisions, and cloths, and had widespread ramifications throughout the province. The liabilities amounted to nearly \$250,000 (about £41,600); considerable difficulty was experienced in realising what assets there were; a settlement had not been effected at the end of March last, nor is one likely to be for some time to come.

Meanwhile confidence has not yet been restored, and trade remains stagnant. The prevailing depression made itself felt at Tung-chiao-kou on the Gulf of Chihli, hitherto a very flourishing port. The imports and exports, with the exception of duty-free grain, fell off enormously in the latter half of the year, and the Customs receipts diminished accordingly.

TIENSIN-PUKOW RAILWAY.

The preliminary arrangements in connection with the Tientsin-Pukow Railway progressed steadily during 1908. Not only have the surveys been completed in the province of Shantung but nearly all the land required between Chihai and the Shantung-Chihli border has been thrown up between Chihai and Lokou on the Yellow River.

Work on the most important piece of engineering on the line—the Yellow River Bridge—which is in the hands of the Nippon Bridge Building Company, is also being commenced. The total length of the bridge with approaches will be about 2.5 miles; in the river bed itself there will be four iron supports, making five spans across the river; in addition to this there are to be 17 culverts of an average width of 70 to 80 metres. South of Tientsin, work has not yet begun, but the engineers have been carefully surveying the line of route, and work is to be taken in hand this spring.

PROPOSED RAILWAY FROM WEI-HSIEN TO CHEFOO.

The project for linking up Wei-hsien on the China-Tientsin line with Chefoo by rail has been definitely sanctioned, the gentry and merchants of the districts to be traversed having been permitted to raise funds for the purpose. It was originally intended that the line should be built exclusively by Chinese labour with Chinese capital, but owing to the difficulty of getting funds the question of a foreign loan has recently been raised. A start is to be made with the eastern section of the line from Chefoo to Tung-lsien, and the necessary surveys have been taken in hand. The construction of such a line, says Mr. Giles, would undoubtedly be a great boon to Chefoo, which has long been hampered in its trade with Tientsin by the lack of railway communication.

COTTON GROWING EXPERIMENTS.

Cotton is largely grown in the province of Shantung, and the authorities have recently turned their attention to the development of this industry. Experiments have been made during the past two years with five varieties of American cotton seeds, especially in the Tung-chang prefecture, with varying success; though the results are said to be satisfactory on the whole. The experiments are to be continued, a grant of Tls. 1,500 (about £240) having again been made in 1908 from the Provincial Exchequer for the purchase of American seeds.

SPINNING AND WEAVING.

In addition to those already established in the province of Shantung, a new cotton spinning and cloth weaving factory was opened in 1908 in Chihai-hsien, not far from Tientsin. Ginner, borer and other machinery of modern make have been purchased abroad, and 20 apprentices have been specially indentured to study foreign manufacturing methods. The raw material is to be drawn exclusively from the province.

COAL MINING.

As regards native-owned coal mines after those in the Peking Valley, those in the Peking province are the most important in the province of Shantung. The Chungking Company, previously known as the German-Chinese Mining Company, with a capital of \$2,000,000 (about £167,000) which works coal mines in Tientsin, is the principal concern. Its mines produce about 300 tons of coal daily. The German capital invested only amounts to about \$42,000 altogether, and it is to be gradually repaid until the capital is solely Chinese; the name of the company was also altered during the past year, the word "German" being eliminated. A German loan of \$1,000,000 (about £79,300) has, however, recently been contracted for the purchase of rolling-stock. In Lanhsien the natives also do a considerable amount of primitive coal mining every year between October and March, at which latter date the water floods their shafts and they are compelled to cease operations for lack of pumping machinery. The industry has now been taken in hand by local capitalists intent upon reorganising and developing it, capital to the amount of about \$18,000 (Tls. 125,000) having been subscribed. Should the enterprise prosper, it is proposed later on to purchase proper machinery and to extend operations further. There are at present 30 shafts, old and new, of which two are being profitably worked.

STEAM BRIDGES.

Mr. R. H. Eckford, Consular Agent at Tientsin, reporting on the trade of that district, in 1908 notes that Shantung straw has been exported somewhat freely, its destination being Ningpo, where it is made up into hats. The continuance of this trade depends on the vigour of the local market. It is reported that the Chefoo native merchants have organised a syndicate for the production of plait from straw grown in that neighbourhood, and that it is proposed to bring some families from Pingta and Shaoh to teach plaiting. Samples have been shown at Tientsin, and the qualities appear to be satisfactory. No foreigners are to be allowed to participate.

SHIPPING.

The Indo-China Steam Navigation Company carried on a regular service between Tientsin and Shanghai during 1908, and the Peninsular and

Oriental Steam Navigation Company inaugurated a regular monthly service, the steamer "Calliope" calling at Tientsin on route from Japan to Shanghai, and proceeding thence via the usual ports to London; this afforded an opportunity for the immense advantage of getting their goods forwarded to European ports without transshipment, thus saving much expense and damage. It need scarcely be said that this facility is much appreciated and will tend to the development of Tientsin.

FOR INSTANT SERVICE.

ALDRISHT COMMAND PROVES ITS READINESS FOR WAR.

Mobilisation for instant service was the peremptory order that flashed round by telephone to the barracks at Aldershot recently. It was a surprise test of the preparedness of the troops of the Aldershot command for immediate service, and as events proved, the men came through the ordeal triumphantly. Well within six hours of the alarm being sounded nearly 20,000 men of all arms marched out of barracks ready to go anywhere. Each unit paraded fully mobilised, with their first and second line transport equipped for instant service carrying food and fodder for three days, and millions of rounds of rifle ammunition. Each gun had its full wagon of shells behind it.

Nor was this all, for so complete was the organisation controlling the work that the necessary machinery was set in motion before the necessary reinforcements as many more men drawn from the roll of reservists. No warning of what was coming preceded the test. The troops were engaged in their ordinary avocations when the alarm was sounded at headquarters, and was taken up all over the garrison. Some of the regiments were already in the field engaged in training and musketry work, and they were hurriedly brought in by gallopers. Wagons were loaded and loaded with the necessary stores. Rations for three days, ammunition, field bandages, and identity discs were issued to the men. Cool chests were packed, water carts filled, and each and every man fell into his allotted place ready to resist the invaders, who, it was believed, had landed. The Grenadiers reported every man present on parade, and ready in three hours after the order was received, the battalion being completed with packed wagons, which even contained firewood for the cooks. Within four hours long columns of men, each with his field kit on his back and his ponies filled with ammunition, were filing out on to Luffans Plain and the Long Valley. Fifteen hundred cavalry and a hundred guns made for the Long Valley ready for anything. It was the biggest muster for instant war Aldershot has ever seen, and so quickly was it all done that one wondered at the entire absence of noise and confusion.

Well might General Smith-Dorrien express his entire satisfaction with the way in which the work was done. The General rode round each brigade and saw that it was complete before dismissing it to barracks. Much to the surprise of the men, who began to conjecture that something very serious had occurred to call them out in such a state of preparedness for war.

DR. OKADA ON CHINESE CODE.

Dr. Okada, legal adviser of the Chinese Government, who returned to Tokyo on the 3rd inst. on furlough, interviewed by a press representative, has made the following statement:—

China is now busily engaged in the arrangement preparatory to the introduction of constitutional government. The Prince Regent is paying attention with great earnestness to the establishment of the new regime, and the provincial governors, too, are eagerly taking to the investigation of the subject. The Prince Regent is also making a close investigation about the unification monetary system. Of the latter subject Mr. Chien Cheng-Chih, of the Ministry of Finance, is in charge of the investigation work. I know nothing about the condition of the making of the Chinese Imperial Constitution, because I am not connected with the work. As regards the code compilation work I am connected with, the criminal code has been already completed and these concerned are at present examining the opinions sent by the provincial governors. The judiciary law has also been completed and been submitted to the consideration of the constitution compilation committee, while the police regulations have already been promulgated and are in force. The criminal procedure code is in the course of drafting and the commercial code and the civil procedure code are also being drafted by Mr. Matsukata. The civil code is to be drafted by Mr. Matsukata. The date of above laws coming into force was prefixed at next year, but it is likely to be postponed for some time. Those several codes compiled under my supervision are in the main based on the spirit of Japanese laws, but there exists some difference in their aspect between the Chinese laws and Japanese. Particulars about these matters will be made public shortly.

Dr. Okada has brought back several thousands of old law codes collected in China. Among them there are about a hundred small stones of gold and copper made in the period as old as the six dynasties (Kichou), namely, Wei, East Han, Sung, Ch'i, Liang, and Chen, and Sui and Tang down to the Ming dynasty. Some of them are of rare value, the like of which is seldom found in this country.—"Japan Times."

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 21st at 11.55 a.m.—The barometer has fallen moderately over Tongking, and risen slightly in Haiphong.

The depression has moved into the North part of the Gulf of Tongking, and the neighbourhood of Hongkong is again threatened. The Manchurian depression is approaching Vladivostok.

Pressure has increased moderately over N. China and given way again over the Philippines. It remains high over the Pacific to the South of Japan.

Light variable winds may be expected in the Formosa Channel and fresh to moderate S.E. and E. winds along the S. coast of China.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.17 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood (4) Variable winds, light.

South coast of China between Hongkong and Lamook. Same as No. 1.

South coast of China between Hongkong and Hainan. S.E. winds, fresh.

(5) S.E. and E. winds, moderate; showery to fair.

HOW I TOOK MY WRINKLES OUT.

AFTER MASSAGE, CREAMS, AND BEAUTY DOCTORS HAD FAILED.

BY HARRIETT META.

Trouble, worry, and ill-health, brought me deep lines and wrinkles. I realised that they not only greatly marred my appearance and made me look much older, but that they would greatly interfere with my success, because a woman's success, either socially or financially, depends very largely on her appearance. The plain woman with deep lines and furrows in her face must fight an unequal battle with her younger and better looking sister.

I therefore bought various kinds of cold cream and skin foods and massaged my face with most constant regularity, hoping to regain my former appearance. But the wrinkles simply would not go. On the contrary, they seemed to get deeper. Next I went to a beauty specialist, who told me she could easily rid me of my wrinkles. I paid the money and took the treatment. Sometimes I thought they got less, but after spending all the money I could afford for such treatment, I found I still had my wrinkles. So I gave up in despair, and decided I must carry them to my grave. One day a friend of mine, who was versed in chemistry, made a suggestion, and this gave me a new idea. I immediately went to work making experiments and studying everything I could get hold of on the subject. After several long months of almost numberless trials and discouragements, I finally discovered a process which produced most astounding results on my wrinkles in a single night. I was

delighted beyond expression. I tried my treatment again, and lo and behold, my wrinkles were practically gone. A third treatment—three nights in all—and I had no wrinkles, and my face was as smooth as ever. I next offered my treatment to some of my immediate friends, who used it with surprising results, and I have now decided to offer it to the public. Mrs. J. E. Black, of Youkers, N.Y., says that when she looks in the glass she scarcely knows herself, the improvement is so great and that her wrinkles are entirely removed. Rev. Josephine Talmage, of Chicago, Ill., says:—Your system is the only treatment in the world that will actually remove wrinkles. When all others failed, yours stand alone as a success. I will send further particulars to anyone who is interested in this matter.



free of charge. I use no cream, massage, face steamings, bandages or straps; there is nothing to inject and nothing to injure the skin. It is an entirely new discovery of my own, and so simple that you can use it without the knowledge of your most intimate friends. You apply the treatment at night and go to bed. In the morning, lo! the wonderful transformation. People often write me: "It sounds too good to be true." Well, the test will tell. If interested in my discovery, please address HARRIETT META, Dept. 155, 61, New Oxford Street, London, Eng., and I will send full particulars.

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Apollinaris.

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CARLOWITZ & CO., Sole Agents, No. 2, Connaught Road, Central.

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TO LET.

TO LET. NO. 6, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tennis Court.

"BRANES BUNGALOW," Kowloon. A Small Garden attached. Moderate Rental. Apply to—ARRATON V. APCAR & Co., 14, Des Vaux Road.

TO LET. NO. 2, ELLIOTT CRESCENT, ROBINSON ROAD, Six Roomed House, with Out-house, Commanding a Fine View of the Harbour.

Apply to—F. X. D'ALMADA & CASTRO, 33, Queen's Road Central.

TO LET. NO. 3, LYEMOON VILLAS, Kowloon. A Five-Roomed House, with Tennis Court. Thoroughly repaired. Rent Moderate.

Apply to—X. Y. Z., Care of "Daily Press" Office.

TO LET. FIRST FLOOR, No. 6, ICE HOUSE ROAD, NINE ROOMS, Electric Fittings, suitable for Office, Dwellings. Also, GODOWN, No. 9, Duddell Street.

Apply to—A. B. AVASIA, 1, Duddell Street.

TO LET. NO. 75, WYNDHAM STREET, SIX ROOMS. Electric Fittings, Verandahs both sides. Full harbour view.

ROOMS in No. 2, PEDDER'S HILL. Apply to—A. B. AVASIA, 1, Duddell Street.

TO BE LET. DESIRABLE GROUND FLOOR SHOP in CHATER ROAD, Hongkong.

Apply to—T. B. L., Care of "Daily Press" Office.

TO LET. ONE LARGE OFFICE ROOM, No. 1, Prince's Building, 11, Floor.

ONE SPACIOUS GODOWN, No. 125, Wanchai Road. Apply to—REUTER, BRÜCKELMANN & Co., Hongkong, 1st July, 1909.

TO LET. ONE DETACHED ROOM, with Separate Entrance and Verandah in Prince's Building, Second Floor.

Apply to—WM. MEYERINK & Co., Hongkong, 2nd July, 1909.

TO BE LET. NO. 2, QUEEN'S ROAD EAST, corner House in Arsenal Street and Queen's Road East) at present occupied by A. Hing, photographer.

Apply to—G. H. WAKEMAN, Land Off.

TO be Let on Lease from 1st August, 1909, No. 2, QUEEN'S ROAD EAST, corner House in Arsenal Street and Queen's Road East) at present occupied by A. Hing, photographer.

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SHIPPING.

ARRIVALS.

BRISOLUCH, British str., 2,678, G. McMillan, 20th July—London via Ports 6th June, General—Gibb, L. J. Tager, 21st July, Fochow, 1st July, General—Hamburg, America Line.

CLAN, British str., 2,311, V. E. McDonnell, 21st July—Shanghai 17th July, Ballast—Asiatic Petroleum Co.

DAIJIN MARU, Jap. str., 1,876, F. Kaburaki, 21st July—Swatow 20th July, General—Osaka Shosen Kaisha.

DELTA, British str., 4,783, G. W. Gordon, R.N.R., 21st July—Bombay 7th July, Malls and General—P. & O. S. N. Co.

HARBOUR, British str., 1,267, W. C. Passmore, 21st July—Fochow & Swatow 20th July, General—Douglas, Lapraik & Co.

INABA MARU, Japanese str., 3,878, K. Takeda, 21st July—Singapore 16th July, General—Nippon Yusen Kaisha.

ISTRIA, German str., 2,658, H. Rohde, 20th July—Tsingtau 15th July, General—Hamburg-Amerika Linie.

KIANG PING, Chinese str., 1,222, H. Udden, 21st July—Chinkiang 16th July, Rice—Tung Kee & Co.

SOSHU MARU, Japanese str., 1,119, T. Sugit, 21st July—Aomori 17th, Amoy 18th and Swatow 19th July, General—Osaka Shosen Kaisha.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
21st July.

Bonni Maru, Japanese str., for Moji.
Bancleuch, British str., for Nagasaki.
Brazilia, German str., for Swatow.
Bryon Maru, Japanese str., for Swatow.
Carmarthenshire, British str., for Shanghai.
Dahli, British str., for Shanghai.
Easter, British str., for Timor.
Istria, German str., for Singapore.
Kiang Ping, Chinese str., for Canton.
Longship, British str., for Shanghai.
Suzania, German str., for Shanghai.
Wakamatsu Maru, Japanese str., for Moji.

DEPARTURES.

21st July.

AKASHI, Japanese ship, for Canton.
AMIRAL FOURCHON, Fr. str., for Shanghai.
GREGORY APAC, British str., for Shanghai.
HAINUN, British str., for Swatow.
HANAGATA, British str., for Swatow.
KAWACHI MARU, Jap. str., for Singapore.
KAWAGUCHI, Chinese str., for Shanghai.
NINGPO, British str., for Canton.
OTOWA, Japanese cruiser, for Canton.
SOLSTAD, Norwegian str., for Saigon.
TAIKOSAN MARU, Japanese str., for Moji.
TEAN, British str., for Manila.

SHIPPING REPORTS.

The German str. *Istria* reported a rainy weather, southerly monsoon and sea.
The British str. *Longship* reports: From Singapore to Fochow light monsoon and fine, thence to port fresh and strong S.W. monsoon, and considerable sea.
The British str. *Catherine Apsar* reports: Fine weather up to the Paracels, from thence to port strong Easterly winds and rough sea, with heavy squalls of rain and wind.

VESSELS IN DOCK.

July 21st.

ABERDEEN DOCK—*Madan, Yonawts, Peiho, Butuan, Haidis, Paul Beau, Kaipan, Cosmopolitan*.

TAIKOO DOCK—*Hanchow, Yochow.*

VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS, LTD.
FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship
"CARMARTHENSIRE"
will be despatched as above on or about the 20th instant.
The attention of passengers is directed to the excellent accommodation provided by this vessel at cheap rates. The steamer is specially adapted for service in the tropics, being fitted with electric fans in staterooms and refrigerating machinery. A Doctor and Stewardess are carried.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 5th July, 1909. [928]

"SHIRE" LINE OF STEAMERS, LTD.
FOR LONDON AND ANTWERP.

THE Steamship
"SEGURA"
Captain Hayes, will be despatched as above on SATURDAY, the 24th July.
The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. She is specially adapted for service in the tropics, being fitted with refrigerating machinery, and Electric Fans in staterooms. Doctor and stewardess are carried.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 12th July, 1909. [885]

THE AMERICAN AND ORIENTAL LINE.
FOR BOSTON AND NEW YORK.
(With Liberty to Call at the Malabar Coast.)

THE Steamship
"WELSH-PRINCE,"
will be despatched for the above Ports on TUESDAY, the 10th August, 1909.
For Freight and Passage, apply to
ARNHOLD, KARBERG & Co., Agents.
Hongkong, 1st July, 1909. [915]

"INDRA" LINE LIMITED.
FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"INDRAWADI,"
Captain W. Gray Williams, will be despatched as above on the 21st August, 1909.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Agents.
Hongkong, 15th July, 1909. [966]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

| DESTINATION | VESSEL'S NAMES | FLAG & REG. | BERTH | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|---|---|-----------------------------------|-----------------------------------|------------------------|-------------------------------|---------------------------|
| 1. From Green Island to the Harbour Master's. | 2. From Harbour Master's to Blake Pier. | 3. From Blake Pier to Naval Yard. | 4. From Naval Yard to East Point. | | | |
| LONDON &c, via usual ports of call... | DELTA | Brit. str. | — | R. W. H. Snow | P. & O. S. N. Co. | On 24th inst., at Noon. |
| LONDON & ANTWERP | SEGURA | Brit. str. | — | Hayes | JARDINE, MATHESON & Co., Ltd. | On 24th inst. |
| LONDON & ANTWERP via Singapore, &c. | MAITA | Brit. str. | — | G. M. Montford, R.N.R. | P. & O. S. N. Co. | About 28th inst. |
| ANTWERP ROTTERDAM & HAMBURG, &c. | SAMBIA | Ger. str. | k.w. | Müller | HAMBURG-AMERIKA LINIE | On 12th Aug. |
| COPENHAGEN & ST. PETERSBURG | SIAM | Ger. str. | k.w. | Jäger | HAMBURG-AMERIKA LINIE | About 26th inst. |
| HAVE & HAMBURG via STRAITS, &c. | BRAHMA | Ger. str. | k.w. | Sachs | HAMBURG-AMERIKA LINIE | On 31st inst. |
| HAVE & HAMBURG via STRAITS, &c. | SEVONIA | Ger. str. | k.w. | Peter | HAMBURG-AMERIKA LINIE | On 20th Aug. |
| HAVE & HAMBURG via STRAITS, &c. | ANDALUSIA | Ger. str. | k.w. | Hlook | HAMBURG-AMERIKA LINIE | On 3rd Sept. |
| MARSEILLES, &c, via PORTS OF CALL... | CALEDONIAN | Fr. str. | — | Cassanova | NIPPON YUSEN KAISHA | On 4th Aug., at 1 P.M. |
| MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. | SANUKI MARU | Jap. str. | — | K. Homma | NIPPON YUSEN KAISHA | About Middle of Aug. |
| MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. | YEDDO | Jap. str. | — | A. Keith | NIPPON YUSEN KAISHA | On 18th Aug., at D'light |
| MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. | AWA MARU | Jap. str. | — | F. L. Sommer | NIPPON YUSEN KAISHA | On 30th inst. |
| MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. | KAMO MARU | Jap. str. | — | O. Pahnke | TOTO KISEN KAISHA | On 30th Aug., at Noon. |
| GENOA, MARSEILLES, LONDON & ANTWERP, &c. | AMERICA MARU | Jap. str. | — | P. G. Greville | MELCHERS & Co. | On 28th inst., at Noon. |
| CALLAO, IQUIQUE, &c, via JAPAN PORTS, &c. | KLEIST | Ger. str. | — | W. G. Williams | SANDER, WIELER & Co., Agents. | About 27th inst. |
| NAFLES, GENOA, ALGERIA, GIBRALTAR, &c. | PRISIA | Brit. str. | — | J. Mathee | JARDINE, MATHESON & Co., Ltd. | On 21st Aug. |
| TRIESTE, &c, via SINGAPORE, &c. | INDRAWADI | Brit. str. | — | E. R. Hutchinson | DODWELL & Co., Ltd. | On 10th Aug. |
| NEW YORK via SUEZ CANAL | MANGADDER CASTLE | Brit. str. | — | M. Hagino | ARMHOLD, KARBERG & Co. | On 24th inst., at 6 P.M. |
| NEW YORK via PORTS... | WILHELM PAULSEN | Brit. str. | — | K. Kawata | DODWELL & Co., Ltd. | On 28th inst., at Noon. |
| BOSTON & NEW YORK | EMPEROR OF INDIA | Brit. str. | 2 m. | T. Sekine | CANADIAN PACIFIC R. Co. | On 18th Sept., at Noon. |
| VANCOUVER via SHANGHAI, JAPAN, &c. | KUMERIC | Brit. str. | 1 m. | H. Raegener | CANADIAN PACIFIC R. Co. | On 31st inst. |
| VANCOUVER, B.C., TACOMA & SEATTLE via JAPAN | MONTEAGLE | Brit. str. | — | G. W. Eddy | OSAKA SHOSHEN KAISHA | On 17th Aug., at 4 P.M. |
| VANCOUVER via SHANGHAI, JAPAN, &c. | FITZPATRICK | Jap. str. | — | M. Yagi | NIPPON YUSEN KAISHA | On 14th Sept., at 4 P.M. |
| TACOMA via KEELUNG, SEACHAI & JAPAN | AKA MARU | Jap. str. | — | T. Takeda | NIPPON YUSEN KAISHA | On 8th Aug., at Noon. |
| VICTORIA, B.C., & SEATTLE via KEELUNG, &c. | SHINANO MARU | Jap. str. | — | Wm. Thompson | NIPPON YUSEN KAISHA | On 15th Aug., at 10 A.M. |
| VICTORIA, B.C., & SEATTLE via KEELUNG, &c. | YAWATA MARU | Jap. str. | — | M. Yagi | NIPPON YUSEN KAISHA | On 19th Aug., at 4 P.M. |
| AUSTRALIAN PORTS via MANILA | COLEMAN | Brit. str. | 1 m. | P. J. van Emmerick | BUTTERFIELD & SWIRE | On 3rd Sept., at Noon. |
| AUSTRALIAN PORTS via MANILA | NIKKEO MARU | Jap. str. | — | G. J. Benton, R.N.R. | NIPPON YUSEN KAISHA | To-morrow, at Noon. |
| AUSTRALIAN PORTS via MANILA | INABA MARU | Jap. str. | — | Williams | NIPPON YUSEN KAISHA | On 30th inst., at 5 P.M. |
| KOBE & YOKOHAMA | ATSUTA MARU | Jap. str. | — | Charbonnel | NIPPON YUSEN KAISHA | On 4th Aug., at Noon. |
| YOKOHAMA | NIKKEO MARU | Jap. str. | — | G. J. Benton, R.N.R. | NIPPON YUSEN KAISHA | Quick despatch. |
| NAGASAKI, KOBE & YOKOHAMA | TUPANAS | Dut. str. | — | W. D. Welsch | JARDINE, MATHESON & Co., Ltd. | To-morrow, at 4 P.M. |
| JAPAN | CHRONOSHOING | Brit. str. | — | E. Forryth | JARDINE, MATHESON & Co., Ltd. | On 28th inst., at 4 P.M. |
| TIENSIN via SWATOW, WEIHAWEI & CHEFOO | SUBANG | Brit. str. | 1 m. | D. Downson | BUTTERFIELD & SWIRE | About 20th inst. |
| CHINWANTAO via WEIHAWEI & CHEFOO | HUICHOW | Brit. str. | 1 m. | Y. Fumano | JARDINE, MATHESON & Co., Ltd. | To-day, at 10 A.M. |
| WEIHAWEI CHEFOO & TIENSIN | KWANGSUNG | Brit. str. | — | Melchior | OSAKA SHOSHEN KAISHA | To-day, at 4 P.M. |
| TSINGTAU, CHEFOO & NEWCHOW | CARMARTHENSIRE | Brit. str. | — | J. C. Richards | BUTTERFIELD & SWIRE | On 26th inst., at D'light |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | BUJON MARU | Brit. str. | — | B. Wilhelm | HAMBURG-AMERIKA LINIE | On 27th inst. |
| SHANGHAI via SWATOW, AMOY & FOCHOW | CHIRAN | Brit. str. | 1 m. | Bradley | NIPPON YUSEN KAISHA | About 28th inst. |
| SHANGHAI | CHIRAN | Brit. str. | — | C. J. Benton, R.N.R. | MELCHERS & Co. | On 30th inst., at Noon. |
| SHANGHAI, YOKOHAMA & KOBE | DORTMUND | Ger. str. | k.w. | Williams | JARDINE, MATHESON & Co., Ltd. | On 30th inst., at Noon. |
| SHANGHAI, MOJI & KOBE | MOYORI MARU | Jap. str. | — | Charbonnel | BUTTERFIELD & SWIRE | About 28th inst. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | KUTSANG | Brit. str. | — | G. J. Benton, R.N.R. | P. & O. S. N. Co. | On 31st inst., at D'light |
| SHANGHAI, YOKOHAMA, KOBE & MOJI | ANBU | Brit. str. | — | Williams | BUTTERFIELD & SWIRE | On 31st inst., at D'light |
| SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA | SUMATRA | Brit. str. | 1 m. | Charbonnel | MELCHERS & Co. | About Beginning of Aug. |
| SHANGHAI | LINAN | Fr. str. | — | G. J. Benton, R.N.R. | HAMBURG-AMERIKA LINIE | On 13th Aug. |
| SHANGHAI, KOBE & YOKOHAMA | TONKIN | Fr. str. | — | G. J. Benton, R.N.R. | HAMBURG-AMERIKA LINIE | Quick despatch. |
| SHANGHAI, YOKOHAMA & KOBE | INDRA | Ger. str. | k.w. | P. J. van Emmerick | OSAKA SHOSHEN KAISHA | To-morrow, at 10 A.M. |
| SHANGHAI, YOKOHAMA & KOBE | SPERD | Dut. str. | — | K. Sugit | OSAKA SHOSHEN KAISHA | On 25th inst., at 10 A.M. |
| SHANGHAI | TIENJAP | Dut. str. | — | T. Takeda | DOUGLAS LAFRAIK & Co. | On 25th inst., at 10 A.M. |
| ANPING, TAKAO via SWATOW & AMOY | SOSHU MARU | Jap. str. | — | J. W. Evers | DOUGLAS LAFRAIK & Co. | To-morrow, at 2 P.M. |
| TAMSAI via SWATOW & AMOY | DAIJIN MARU | Jap. str. | — | W. C. Passmore | DOUGLAS LAFRAIK & Co. | On 26th inst., at 2 P.M. |
| SWATOW | HAINUN | Brit. str. | 2 h. | J. S. Roush | BUTTERFIELD & SWIRE | To-morrow, at 4 P.M. |
| SWATOW, AMOY & FOCHOW | HAICHING | Brit. str. | 2 h. | Jameson | JARDINE, MATHESON & Co., Ltd. | On 24th inst., at Noon. |
| SWATOW, AMOY & FOCHOW | HAIKUN | Brit. str. | 1 m. | R. W. Almond | SHENWAN, TOMES & Co. | On 27th inst., at 3 P.M. |
| HOKLOU, FAKHOI & HAIPHONG | SINGAN | Brit. str. | — | A. Somerville | BUTTERFIELD & SWIRE | On 20th inst., at 4 P.M. |
| MANILA | LOONGSANG | Brit. str. | — | P. H. Rolfe | JARDINE, MATHESON & Co., Ltd. | On 31st inst., at Noon. |
| MANILA | KUHI | Brit. str. | 1 m. | R. Rodger | BUTTERFIELD & SWIRE | To-morrow, at 4 P.M. |
| MANILA | TAMING | Brit. str. | — | G. H. Pennerfether | JARDINE, MATHESON & Co., Ltd. | On 20th inst., at 4 P.M. |
| MANILA | YUENHANG | Brit. str. | — | Wegall | MELCHERS & Co. | Beginning of August. |
| MANILA | ZAFIRO | Brit. str. | — | F. Samhill | NIPPON YUSEN KAISHA | On 28th inst. |
| CEBU & LOILO | SUNGKIANG | Brit. str. | 1 m. | Fred. Pyle | JARDINE, MATHESON & Co., Ltd. | To-morrow, at 4 P.M. |
| KUDAT & SANDAKAN | MAUSANG | Brit. str. | — | Rome Carr | JARDINE, MATHESON & Co., Ltd. | On 3rd Aug., at Noon. |
| SINGAPORE via SINGAPORE & COLOMBO | BOENLO | Ger. str. | — | M. B. Lake | JARDINE, MATHESON & Co., Ltd. | Quick despatch. |
| SINGAPORE, SAMARANG & SOERABAYA | ONLON MARU | Jap. str. | — | H. Koops | JARDINE, MATHESON & Co., Ltd. | Quick despatch. |
| SINGAPORE, PENANG & CALCUTTA | ONWANG | Brit. str. | — | | | |
| BATAVIA, CHERIBON, SAMARANG, &c. | NAMANG | Brit. str. | — | | | |
| | TIENHAI | Dut. str. | — | | | |

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

| Steamer. | Tons. | Captain. | Sailing Date. |
|-----------|-------|------------|---------------------|
| * KUMERIC | 6,232 | J. Mathee | On 28th July, Noon. |
| * AYMERIC | 4,363 | J. Boyd | On 26th August. |
| * SUVERIC | 6,232 | S. Shotton | On 23rd September. |

* These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.
† Calls at Keelung, Shanghai, Moji, Kobe and Yokohama.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to
DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS. 8
Hongkong, 21st July, 1909.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

| FOR | STEAMERS | TO SAIL |
|--|-------------------------------|---------------------------------|
| NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN | "KLEIST" Capt. O. FAHNKE | { Wed. day, 28th July, at Noon. |
| SHANGHAI, NAGASAKI, KOBE and YOKOHAMA | "GOEBEN" Capt. B. WILHELM | { About Wed. day, 28th July. |
| MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE | "COBLENZ" Capt. H. BAEGNER | { Friday, 13th Aug., at 10 A.M. |
| KUDAT & SANDAKAN | "BORNEO" Capt. F. SEMBIL | { Beginning of August |

For further Particulars, apply to
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.
Hongkong, 17th July, 1909. [5]

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER, SAVING 5 TO 7 DAYS OCEAN TRAVEL.

| From Hongkong. | 24th July. | From Quebec. | Friday, 20th Aug. |
|---------------------------|------------|---------------------------|-------------------|
| "EMPRESS OF INDIA" SAT. | 14th Aug. | "EMPRESS OF BRITAIN" Fri. | 10th Sept. |
| "EMPRESS OF JAPAN" SAT. | 4th Sept. | "ALLAN LINER" "Fri. | 1st Oct. |
| "EMPRESS OF CHINA" SAT. | 18th Sept. | | |
| "EMPRESS OF AUSTRIA" SAT. | 2nd Oct. | | |
| "EMPRESS OF INDIA" SAT. | 25th Sept. | | |

The "EMPRESS" Steamships leave HONGKONG at 5 P.M. on 12th Noon.
The "EMPRESS" Steamships leave HONGKONG at 5 P.M. on 12th Noon.
The "EMPRESS" Steamships leave HONGKONG at 5 P.M. on 12th Noon.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Government.
For further information, Maps, Routes, Rates of Freight and Passage, apply to
D. W. CHADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

| FOR | STEAMERS | TO SAIL |
|---------------------------|---------------------------------|----------------------|
| SHANGHAI, KOBE & YOKOHAMA | "TONKIN" Capt. Charbonnel | On 2nd Aug., P.M. |
| MARSEILLES via PORTS | "CALEDONIAN" Capt. Cassanova | On 3rd Aug., 1 P.M. |
| SHANGHAI, KOBE & YOKOHAMA | "AUSTRALIAN" Capt. X. | On 16th Aug., P.M. |
| MARSEILLES via PORTS | "ERNEST SIMONS" Capt. Girard | On 17th Aug., 1 P.M. |

Transshipping on the Co.'s Steamers for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interceptors meet Passengers on their arrival in Marseilles.
For Further Particulars, apply to
P. DE CHAMPMORIN, AGENT,
Queen's Building.
Hongkong, 21st July, 1909. [2]

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT)
Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.
(Taking Cargo at through rates to the Brazilia to Red Sea, Black Sea, Levant, Venice and Adriatic Ports.)
The Company's Steamship

"PERSEA,"
Capt. P. Gurevich, will be despatched as above on or about the 27th inst.
This Steamer has splendid accommodation for passengers, electric light and carries a doctor and stewardess.
For information as to Passage and Freight, apply to
SANDER, WIELER & Co., Agents.
Princes Buildings.
Hongkong, 3rd July, 1909. [3]

NOTICES TO CONSIGNEES NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"PRINZ LUDWIG,"
having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 22nd July, will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd July, at 9.30 A.M.
All Claims must reach us before the 26th July, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.
NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.
Hongkong, 15th July, 1909. [5]

THE H.A.L. Steamship

"SAXONIA"
Captain Balle, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before To-day.
Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk and expense.
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst., will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE, Hongkong Office.
Hongkong, 19th July, 1909. [978]

S.S. "ERNEST SIMONS," COMPAGNIE DES MESSAGERIES MARITIMES. NOTICE.

CONSIGNEES of Cargo in connection with the above Steamer are hereby informed that their goods with the exception of Treasure are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned, Goods remained undelivered after MONDAY, the 26th July, at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 26th July, or they will not be recognized.
All damaged packages will be examined on MONDAY, the 26th July, at 3 P.M.
No Fire Insurance has been effected.
F. DE CHAMPMORIN, Agent.
Hongkong, 19th July, 1909. [2]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO & STRAITS.

THE Company's Steamship
"CARMARTHENSIRE,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out, mark by mark, and delivery can be obtained as soon as the goods are landed.
Goods not cleared by the 26th inst., at 3 P.M., will be subject to rent.
No Fire Insurance

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL REMARKS

LONDON VIA USUAL PORTS *DELTA* Noon, 24th July. See Special of Call Capt. B. W. H. Snow July

LONDON AND ANTWERP VIA SINGAPORE, PEN- MALTA About 28th July. Freight and ANG, COLOMBO, PORT Capt. G. M. Montford, R.N.R. July Passage SAID AND MARSEILLES

SHANGHAI, MOJI, KOBE, SUMATRA About 30th July. Freight and and YOKOHAMA Capt. C. J. Benton, R.N.R. July Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 17th July, 1909.

CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

FOR STEAMERS TO SAIL

SHANGHAI "CHINHUA" On 22nd July, 4 P.M.

HOIHOW, FAKHOI and HAIPHONG "SINGAN" On 23rd July, 9 A.M.

CEBU and LOILO "SUNGKIANG" On 23rd July, 4 P.M.

SHANGHAI "CHENAN" On 25th July, 10 P.M.

TSINGTAU, CHEFOO and NEWCHANG "KWEIANG" On 25th July, 10 P.M.

MANILA "TAMING" On 27th July, 3 P.M.

WEIHAIWEI, CHEFOO and TIENTSIN "HUIHOW" On 28th July, 4 P.M.

SHANGHAI "ANHUI" On 30th July, 4 P.M.

MANILA, ZAMBOANGA, "LINAN" On 31st July, 10 P.M.

THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH

"CHANGSHA" On 19th Aug., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE SHANGHAI LINE. SHANGHAI, "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS. 11

Hongkong, 22nd July, 1909.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP | TONS | CAPTAIN | FOR | SAILING DATE |
|-----------|------|--------------|--------|---------------------|
| RUBI | 2540 | R. W. Almond | Manila | On 24th July, Noon. |
| ZAFIRO | 2540 | R. Rodger | Manila | On 31st July, Noon. |

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 16th June, 1909.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS—ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS FOR LEAVING

"HAICHING" Capt. W. C. Passmore SWATOW, AMOY and FOOCHOW. FRIDAY, 23rd July, at 2 P.M.

"HAIKUN" Capt. Evans SWATOW. SUNDAY, 25th July, at 10 A.M.

"HAITAN" Capt. J. S. Rosch SWATOW, AMOY and FOOCHOW. TUESDAY, 27th July, at 2 P.M.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOOCHOW WILL BE MADE DURING THE MONTHS OF JULY, AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to— DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 22nd July, 1909.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR STEAMERS TO SAIL

SINGAPORE, SAMARANG and SOERABAYA "ONSANG" Friday, 23rd July, 4 P.M.

TIENTSIN VIA SWATOW, WEIHAI- WEI & CHEFOO "CHEONGSHING" Friday, 23rd July, 4 P.M.

MANILA "LOONGSANG" Friday, 23rd July, 4 P.M.

SANAKAN "MAUSANG" Monday, 26th July, Noon.

SHANGHAI, YOKOHAMA, KOBE and MOJI "KUTSANG" Friday, 30th July, Noon.

MANILA "YUENSANG" Friday, 30th July, 4 P.M.

SINGAPORE, PENANG and CALUTTA "NAMSANG" Tuesday, 3rd Aug., Noon.

CHINWANTAO via WEIHAIWEI & CHEFOO "SUISANG" Tuesday, 3rd Aug., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "POONGSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Dava, Simporna, Tawau, Urakan, Jesselton and Labuan.

Telephone No. 61.

For Freight or Passage apply to— JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS. 116

Hongkong, 21st July, 1909.

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOCK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING.

COPENHAGEN AND ST. PETERSBURG "SIAM" About 25th July.

SHANGHAI, YOKOHAMA and KOBE "INDIAN" About beg. of Aug.

MARSEILLES, HAVRE, COPEN- HAGEN and GOTHENBURG "YEDDO" About Middle of Aug.

For Further Particulars apply to HONGKONG, 14th July, 1909.

MELOHRS & CO.,
AGENTS. 6

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS STEAMERS TONS SAILING DATES.

MARSEILLES, LONDON and ANTWERP, via SINGA- POLE, PENANG, COLOMBO, and PORT SAID SANUKI MARU, 6500 WED'DAY, 4th Aug., at Daylight.

VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA AWA MARU, 6,500 WED'DAY, 18th Aug., at Daylight.

SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE KAGA MARU, 6500 TUESDAY, 17th Aug., at 4 P.M.

KOBE and YOKOHAMA SHINANO MARU, 7,080 TUESDAY, 14th Sept., at 4 P.M.

BOMBAY via SINGAPORE, CEYLON MARU, 6,000 FRIDAY, 6th Aug., at Noon.

and COLOMBO YAWATA MARU, 5,000 FRIDAY, 3rd Sept., at Noon.

SHANGHAI, MOJI and NIKKO MARU, 6,000 FRIDAY, 23rd July, at Noon.

KOBE INABA MARU, 6,500 MONDAY, 26th July, at Noon.

YOKOHAMA MOYORI MARU, 4,000 WED'DAY, 28th July, at Noon.

YOKOHAMA ATSUTA MARU, 9,000 FRIDAY, 30th July, at 5 P.M.

YOKOHAMA NIKKO MARU, 6,000 WED'DAY, 4th Aug., at Noon.

§ Fitted with New System of Wireless Telegraphy. ‡ Cargo only.

EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Co.'s NEWLY BUILT 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

KAMO MARU (Capt. F. L. SUMMER) On Fri. 30th July.

MISHIMA MARU (Capt. A. E. MOSES) About Wed. 25th Aug.

ATSUTA MARU (Capt. Wm. THOMPSON) About Wed. 22nd Sept.

MYASAKI MARU (Capt. W. RAINBROOK) About Wed. 20th Oct.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS BETWEEN HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.
SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS \$120 \$110 \$100 \$90

2nd " \$80 \$70 \$60 \$50

Option of rail between Calling Ports in Japan.

For further particulars apply to T. KUSUMOTO, MANAGER. 15-93

Hongkong, 8th June, 1909.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:

S.S. DOBTMUND 27th July

S.S. SPEZIA 13th Aug.

S.S. C. FERD. LAEISZ 17th Aug.

S.S. AMBRIA 27th Aug.

S.S. NICOMEDIA 8th Sept.

S.S. LIBERIA 15th Sept.

Further Particulars, apply to—

HONGKONG, 15th July, 1909. HAMBURG-AMERIKA LINIE, Hongkong Office. 12

HOMeward.

FOR HAVRE & HAMBURG:

S.S. BRASILIA 23rd July

FOR HAVRE, ROTTERDAM, BREMEN, & HAMBURG:

S.S. SEGOVIA 31st July

FOR ANTWERP, ROTTERDAM & HAMBURG:

S.S. SAMBIA 12th August

FOR HAVRE & HAMBURG:

S.S. SLAVONIA 20th August

FOR HAVRE & HAMBURG:

S.S. ANDALUSIA 3rd Sept.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:— 15, DES VEAUX ROAD, HONGKONG.

Japan Office:— 14, WATER STREET, YOKOHAMA.

759

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY



AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR STEAMERS TONS LEAVES.

TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU and YOKOHAMA "FITZPATRICK" Capt. E. R. Hutchinson, 4,416 SATURDAY, 31st July.

"SEATTLE MARU" Capt. 5,178 SATURDAY, 28th August.

The Co.'s Newly Built Steamers have fast speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

FOR STEAMERS LEAVES.

SHANGHAI via SWATOW, AMOY & FOOCHOW "BUJUN MARU" Capt. Y. FUSENO THURSDAY, 22nd July, at 10 A.M.

ANPING, TAKAO via "SOSHU MARU" Capt. K. SUGI FRIDAY, 23rd July, at 10 A.M.

SWATOW & AMOY "DAIJIN MARU" Capt. Y. KABURAKI SUNDAY, 25th July, at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine. The Newly Built Steamers "CHOSHUN MARU" and "BUJUN MARU" have First-Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

877 T. ARIMA, MANAGER.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

S.S. AMERICA MARU 6,000 tons gross Sail Aug. 30th, at Noon.

S.S. HONGKONG MARU 6,000 " " " " Oct. 25th, at Noon.

S.S. MANSHU MARU 500 " " " " Dec. 10th, at Noon.

For particulars apply to K. MATSUDA, Manager.

TOYO KISEN KAISHA, Yokohama Building. Hongkong, 29th June, 1909. 462

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA," Captain B. W. H. Snow, carrying H's Majesty's Mails, will be despatched from this Port for Bombay, etc., on SATURDAY, the 24th July, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MOLDAVIA," 9,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Gifts and Valuables, all cargo for France and the for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, etc., will be conveyed from Bombay by the R.M.S. "ARABIA" due in London on the 5th September, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 12th July, 1909. 1

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK VIA PORTS.

S.S. "MUNCASTER CASTLE" On 5th Aug. For Freight and further information, apply to DODWELL & Co., Ltd., Agents. Hongkong, 20th July, 1909. 967

BETTER THAN COPAIBA

MATICO GRIMAULT & Co. CHIMISTS, PARIS

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most innocuous remedy in the treatment of Acute and Chronic Diarrhoea. The capsules, unlike Copalins, do not cause eruptions on the skin or produce nausea.

MATICO INJECTION is used in recent MATICO CAPSULES in the most chronic cases

CURE FOR ASTHMA GRIMAULT'S INDIAN CIGARETTES

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Length on Blocks 714 "
Width of Entrance on Top 964 "
Width of Entrance on Bottom 587 "
Water on Blocks at Spring Tide 341 "

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Extreme Length 523 feet.
Length on Blocks 513 "
Width of Entrance on Top 88 "
Width of Entrance on Bottom 77 "
Water on Blocks at Spring Tide 64 "

DOCK No. 2.
Extreme Length 371 feet
Length on Blocks 350 "
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